
MYSORE STATE RAILWAYS.

No. 480—*Ry. 1-10-11, dated 3rd May 1911.*

Under Section 31 of the Mysore Railway Regulation, 1894, the Government of His Highness the Maharaja of Mysore sanction the adoption, on the railways over which the Durbar have jurisdiction, of the addition of Rule 33(A) to Chapter II, Part I, of the General Rules for working open lines of railway, referred to in the Notifications of the Government of India, Railway Department (Railway Board), Nos. 338 and 55, dated the 15th December 1910 and 28th February 1911, respectively, published in Part I of the *Gazette of India*.

The addition as sanctioned above is published for general information.

By Order,
M. VISVESVARAYA,
Secretary for Railways,
Government of Mysore.

The 15th December 1910.

No. 338.—The following is published for general information :—

Circular No. 1677 R. T.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

Calcutta, the 7th December 1910.

- The addition of rule 33(A) to Chapter II, Part I, of the General Rules of 1906, for working open lines of railway.

READ—

Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Department of Commerce and Industry, notification No. 801, dated the 24th March 1905.

Railway Board's notification No. 183, dated the 8th September 1906, and Railway Board's circular No. R. T. 89-A.—5, dated the 8th September 1906.

Railway Board's notification No. 97, dated the 24th April 1907, and Railway Board's resolution No. 35 R. T., dated the 17th April 1907.

READ ALSO—

Letter No. 870-T., dated the 26th July 1910, from the Agent, East Indian Railway.

Railway Board's letter No. 1165-R. T., dated the 5th August 1910, to the Senior Government Inspector of Railways, circle No. 2, Calcutta.

• Letter No. 844, dated the 11th August 1910, from the Senior Government Inspector of Railways, circle No. 2, Calcutta.

Railway Board's letter No. 1296-R. T., dated the 2nd September 1910, to the Agent, East Indian Railway.

Letter No. 1151-T., dated the 3rd October 1910, from the Agent, East Indian Railway.

Railway Board's letter No. 1525-R. T., dated the 1st November 1910, to the Agent, East Indian Railway.

Letter No. 1310-T., dated the 24th November 1910, from the Agent, East Indian Railway.

Resolution.—It having been represented that signals by hand during daylight for shunting operations are conducive to more expeditious and safer working than signals by flags, and that a more intelligible signal can be given with the arms than with flags, and the Railway Board agreeing in this view, an addition to rule 33, Chapter II, Part I, of the General Rules of 1906 for working open lines of railway, has become necessary, to legalise the system of signalling.

2. In exercise, therefore, of the powers conferred by the notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, read in the preamble above, the Railway Board's sanction, under section 47, sub-sections (1) and (4), of the Indian Railways Act, 1890 (IX of 1890), as in force in British India or as locally applied, the adoption by the administrations of all lines of railway administered by the Government, of the addendum specified in the annexure hereto in the General Rules for working open lines of railway which were promulgated with Railway Board's Circular No. R. T. 89-A.—5, dated the 8th September 1906.

3. The administration of the East Indian Railway having applied for the adoption of the addendum, cited in paragraph 2 above, to the General Rules of 1906 for working open lines of railway, which rules were sanctioned for adoption on such portions of the East Indian Railway, and on such portions of the lines worked by it as are situate in British territory in the Railway Board's Resolution No. 35 R. T., dated 17th April 1907, read in the preamble above, the Railway Board, in exercise of the powers conferred by the notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, read in the preamble above, also sanction, under section 47, sub-sections (1) and (4) of the Indian Railways Act, 1890 (IX of 1890), the adoption of the addendum cited in paragraph 2 above, on such portions of the East Indian Railway and on such portions of the lines worked by it as are situate in British territory.

4. The Railway Board also desire that the administrations of the several railways not administered by Government which have not applied, will submit formal application for the adoption of the said addendum on their respective lines.

ORDER.—Ordered that this Circular, with the accompanying addendum, be published

The Governments of Bengal, the United Provinces, and Eastern Bengal and Assam, Public Works Department.

The Government of Bengal, Marine Department.

The Secretary to the Honourable the Agent to the Governor-General for Rajputana, Public Works Department.

The Agents, Assam-Bengal, Barsi Light, Bengal and North-Western, Bengal-Nagpur, Bombay-Baroda and Central India, Burma, Great Indian Peninsula, Madras and Southern Mahratta, Rohilkhand and Kumaon, and South Indian Railway Companies.

The Agent and Manager, His Highness the Nizam's Guaranteed State Railways Company (through the Honourable the Resident at Hyderabad).

The Managers and Engineers-in-Chief, Bengal-Dooars, and Bhavnagar-Gondal-Junagad-Porbandar Railways.

The Manager and Executive Engineer, Morvi Railway.

The Chief Engineer, Cutch State Railway.

The Managers, North-Western, Oudh and Rohilkhand and Eastern Bengal (State) Railways.

under a notification in Part I of the *Gazette of India*, as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890); and that a copy of the amended General Rule be kept open for inspection at railway stations as directed by sub-section (6) of the same section; also that a copy of this circular and of its enclosure be communicated to the Local Governments and Administrations and to the officers noted on the margin, for information and necessary action, and to the Agent, East Indian Railway, the Senior Government Inspectors of the Railways, Circles Nos. 1 to 7, and the Secretary, Indian Railway Conference Association, for information.

information and necessary action, and to the Agent, East Indian Railway, the Senior Government Inspectors of the Railways, Circles Nos. 1 to 7, and the Secretary, Indian Railway Conference Association, for information.

Enclosure to Government of India, Railway Department (Railway Board),

Circular No. 1677 R. T., dated the 7th December 1910.

Addition of Rule 33 A. to Chapter II, Part I, of the General Rules of 1906 for working open lines of railway, promulgated with Railway Board's Circular No. R. T. 89-A.—5, dated the 8th September 1906.

Rule 33, Chapter II.—Add as Rule 33A:—

33A. In shunting operations the following signals may, during daylight, be substituted for signals by flag:—

- (1) To move away from the person signalling, throw the arm nearer to the driver in the forward direction.
- (2) To move towards the person signalling, throw the arm nearer to the driver across the body in the direction in which the train is to move.
- (3) To slow down the above signals to be displayed slower and slower until it is desired to stop, when both arms should be raised, with the hands above the head.
- (4) To show that part of the train is uncoupled, place the hands together in front of the body and separate them smartly: (this signal, when necessary, is to be given before the movement signal).

By order,

R. C. F. VOLKERS,

Secretary, Railway Board.